Another Frightful Calamity.

WFUL SACRIFICE OF HUMAN LIFE.

SHOCKING ACCIDENT ON THE

EW HAVEN RAILBOAD.

he Precipitation of a Train of Passenger Cars into the Norwalk River.

ORTY-FIVE LIVES LOST.

Several Persons Seriously Injured.

es of the Killed, Wounded, and Saved

THE CAUSE OF THE DISASTER.

nteresting Statements by Eye-Witnesses

HRILLING INCIDENTS.

MIRACULOUS ESCAPES.

It becomes our melanchely duty to record another tal and disastrous accident, in addition to the long list those which have occurred in different parts of the ay we received a telegraphic despatch from Nor containing the announcement and some of the par-ars of a terrible railroad disaster which happened at at place a cout 10 o'clock in the morning. The intelli-mos created a profound sensation throughout the city hen it was known that about fifty persons had lost their The New Haven train, consisting of four eager and two baggage cars, left this city Boston at 8 o'clock yesterday morning, but reaching the drawbridge at Norwalk the locoive, tender, one beggage and one passenger car a half, ran off into the river, which at this int is over all feet deep. Some idea may be formed of a momentum from the fact that the lecomotive cleared distance of about sixty feet, nearly reaching the oppover that the accident—if accident it can be called as caused by the carelessness of the engineer. It appears not the drawbridge; was raised to admit the passage he steamboat Pacific, the usual signal was displayed the person is charge, and all the other necessary prewere taken to warn the engineer of his da however, of cheeking the speed of the train, roaching the bridge, he kept it at a rate of twenty that when he became aware of the presence of anger he found it impossible to prevent the train from alling into the river. The scene which followed was scrible in the extreme. The engine, the tender, and two ars were engulphed in the water, and the passenger

imest miraculous; but among the numerous accidents bat have occurred recently we do not recollect and such as attended with more disastmus results. One of the ras attended with more disastrous results. One of the ars, while suspended over the side of the bridge, was roken in the middle—one half falling into the river, with portion of its occupants, and the other half remaining a the read. The height of the bridge from the surface the water is at least twenty feet, so that all the cars which fell in were literally broken in pieces. The engiwhen they discovered their proximity to the master, Mr. Fuller, was in one of the cars es precipitated into the water. He was slightly injured in ond car, but escaped with several severe, though not serious, injuries. Among the passengers were several physicians who had attended the late convention of the their way home. Of these, about six are reported as killed, and many injured. The number of dead bodies recovered, according to the latest accounts, is forty-five, which several are so horribly mangled and disfigured

as to render recognition impossible.

The express sgent was sitting on a trunk in the bagroof, but is badly wounded. A newsboy in the broken car eccaped unburt. An infant, in the care of an aunt, and on its way to its parents in Springfield, was saved, out the aunt was killed.

The tewn of Norwalk, immediately after the accident presented a scene of indescribable confusion and excitement. Horror was depicted on every face, and the greatwas the cause of the accident. The wounded have had ample medical attendance, and all [possible assistance has been rendered by the ladies of Norwalk and the citi cens generally. We may state here that the mails and most of the baggage are saved, but in a damaged condi

When the news of the accident was received at the ho tels in this city the friends and relatives of those who had left in the fatal train were in a state of the most intense anxiety, waiting the particulars of the disaster. Several proceeded to the railroad depot to ascertain the fate—many to learn of their sudden and violent death.

The following are the names of the passengers who boarded at the different hotels, and who left by the eight o'clock train :-

DEPARTURES FROM THE UNION PLACE HOTEL. sistant Aldermen, in company with his two friends, G. Flint Spear and James Bishop, of New Jersey, and Dr. Plerson, of Salem, Mass., together with several other gentlemen, left the Union Place Hotel, after-breakfasting together, and were all in the first passenger car that ent down. Mr. Spear, Mr. Trotter and Mr. Bishop escaped by crawling through one of the windows, while the car was full of water, and have returned to the Union Place Hotel, badly injured. Dr. Piorson, of salem, was killed. George W. Pomeroy, Esq., of this city, placed his wife and little boy in charge of Mr. Spear, at Twenty-seventh street, just as the cars started-Mr. eeded, by almost superhuman exertions, in saving the boy, but Mrs. Pomeroy was killed. Mr. Sp returned several times under the water to the cars, but two other boys. Major Leverett Camden and lady all left the Union Place Hotel, but escaped.

having left the Union Place Hotel by the eight o'clock

C. Miller, of Boston.

Mr. Holt and lady, of New Haven. Mr. Switser, and

Major L. Camden and lady, of New Haver DEPARTURES FROM THE METROPOLITAN.

E. W. Peck, Burlington, Vt.

J. B. Bartlett, Maine.

Mr. Barton, Springfield, Mass.

DEPARTURES FROM THE IRVING.

J. L. Rendridge and lady, Boston. Dr. Woodward, Woonsocket, Mass. Mr. Harris, three children and servant, including

their party Mesers. E. and W. Dunbay, Montgomery, Ala. DEPARTURES FROM THE AMERICAN. Mr. Curtis and lady, Steubenville. New York.

Mr. Chamburne and daughter, Racine. Dr. Bush, Boston.

DEPARTURES FROM THE ST. NICHOLAS. Dr. F. M. Warren and family, Boston.

he last named gentleman is reported severely injure

DEPARTURES FROM THE COLLAMORE.

yesterday morning, but being too late for the eacht o'cleck train, they went in the eleven o'clock train for Haidgeport. DEPARTURES FROM THE HOWARD.

Hupgerford, New York. Dr. Graoy, Springfield.
Miss Willard, Springfield.
Dr. Hockbridge, Bath, Me.
Dr. Daniel Thompson, Northampton, Mass.
Edward Sharks, Waterbury.
Dr. John Benson, Waterville, Me.

INCIDENTS OF THE DISASTER. The engineer and the watchman at the bridge do not agree in their account as to the signal, the engineer asserting that the ball, which served as a signal, was up, signify-ing that all was right, while the other maintains that it was down. The engineer and fireman have both been ar-

Mr. Fuller, the baggage-master, was aware, but too late, of the danger, and steadied himself to receive the sheek. He was taken out by a boat from his perilous situation. From the manner in which the cars were thrown over it was impossible to get at the dead bodies until holes had been cut in the roofs. At the time of the accident it was high water.

Among other touching incidents, a gestieman and lady who were among the saved got separated in the confusion, and each imagined for some time that the

Statements of Passengers. In addition to the foregoing particulars, we have re-ceived the following communications from two passen-

STATEMENT BY A PASSENGER.

TO THE EDITOR OF THE NEW YORK HERALD. Norwalk, May 6, 1863.
One of the most terrible and fatal accidents that your paper has ever chronicled eccurred here this morning about fifty minutes past nine, by which no less than fifty souls have been sent to eternity. I started from New York about eight o'clock, in company with a great many of my friends, for Boston; and all passed off in the many of my friends, for fostor; and an passed of in the usual manner until we neared Norwalk, where the bridge was left open, and melancholy to relate, three cars and the engine were precipitated into the river, a distance of about thirty feet from the bridge. The concussion in the last car was very violent, and it was not until I leaped out of it that I knew the extent of the awful catastrophe, which baffled description. With-out any delay, I hurried to the edge of the bridge, and there to my horror, I beheld a scene that I shall not forget until the day I die. The engine was stuck deep into the mud on the far side, and was followed by a baggage, smoking and two passenger cars, all of them being totally submerged beneath the surface of the water. The engineer, Mr. Tucker, had a most miraculous escape with his life, but the conductor, Mr. Comstock, did not fare so well. He was in the smoking car at the was pulled under water three times by the drowning crea tures, but eventually succeeded in reaching the shore in a very exhausted condition, his head being severely bruised, his face disfigured, and his wrist dislocated, The melancholy and heart-rending portion of my story yet remains to be told. Both of the passenger cars, as I said before, were wholly submerged in the water, the tide being full high at the time, and the loss of life was of course very great. There were, in fact, only about six or seven persons who escaped with their lives; all the rest, amounting to nearly fifty persons, were drowned.

These two cars were the only ones in white any lives were lest. The baggage car and anothing car were smashed to pieces and ones in the baggage master, Mr. Fuller, who was rewas ine baggage-master, Mr. Fuller, who was re-ported as dead, had a very fortunate escape. A few seconds before the accident took place, knowing that something was wrong, he ran to the doer of his car, but could not get out. He then braced himself firmly in the car and prepared [for the crash, which took place in a few seconds. The car being broken, he escaped through the wreck uninjured, with the exception of a deep cut

As soon as possible the bodies of the unfortunate being in the two passenger cars were fished up, and laid out in the depot and engine room, where an anxious crowd of speciators were endeavoring to identify the bodies. These killed were for the most part men-many of whom were medical men who were returning from the convention held in New York a few days ago. Men were engaged up to a late hour last evening in removing the bodies and everybody is of opinion that the accident was caused warned, by the lowering of a ball, that the bridge was up. *He, however, never heeded the signal, and drove the cars, at the rate of about twenty miles an hour, into the middle of the Norwa'k river. The passengers in those cars which were not pitched into the river were not injur n the least. The most curious portion of the acc is, that only two or three persons were injured, while not less than fifty souls were, without any warning, hurried before the throne of their Maker. A young married ceuple from New York, who were proceeding on the honeymoon, were both drowned, and were laid out side by side in the depot. The eight o'clock train from Bosten passed through here about four o'clock, the bridge having by that time been safely repaired. The cars from New York were crowded with passengers containing the friends and relations of the killed. Many a bitter tear was shed by them over the corpses of those who, if not for the carlessness of the managers of this road, would be alive and happy, but now are numbered with the dead. The indignation of those passengers who were saved was beyond description, several of them alleging that the engineer should be hung, and others saving he would be shot. This town is about forty-four miles from your city, and stands or the banks of the Norwalk river, up and down which steamboats are continually plying. This melancholy accident occurred in consequence of a steambat being let through the bridge when the train was about due, thus precipitating the cars right into the bed of the river. This unfortunate accident will cause deep sorrow in many hearts all over the New England States, as those who were lost were chiefly persons residing in the Northern

ACCOUNT BY A PASSENGER FROM BOSTON

TO THE EDITOR OF THE HERALD.

The dreadful casualty which occurred on the New York and New Haven Railroad yesterday morning, will have caused a thrill of excitement, horror, and indignation to spread throughout the whole community. Railroad acci-dents in this country are, God knows, too rife for us to wonder at their occurrence; but I question if ever there has occurred, in this or any other country, one so fatal and deplorable in its results, and so loudly calling for legal and social denunciation. I was one of the passengers who left Boston yesterday morning, by the express train which started at the same hour as that from New York, which had so melanchely a progress. When we reached New Haven we casually learned from some idlers about the station that a dreadful accident has occurred at Washington, and that some thirty persons has fallen victims. This intelligence spread a feeling of meurning and sadness among such of the passengers as heard it, but from lack of particulars we knew not how the truth might be. As we progressed, however, the truth of the rumor became more apparent, the excitement more intense. In Bridgeport the train was crowded to suffocation with persons proceeding to the scene of the accident, the large majority of whom were idlers drawn by curiosity. On reaching the bridge over Norwalk river, at about 3 o'cleck P. M., we for the first time realized the horror of the calamity. On the eastern side stood a train from one of the by roads, which had arrived at 10% A. M., some twenty minutes after the oc currence of the sad event, and whose passengers had re-mained waiting for the next train for New York. The tide had fallen, the bridge had been restored to its usual condi-tion, but in the channel of the river, some forty feet be neath, lay the shattered remnants of three or four carspassenger and baggage-around and about which mer were actively employed in extracting the bodies of the victims from the ruins. Sadly we crossed the bridge, and lis-tened to the varied details of the circumstances of the horrible event. Here an official, with his face bandaged, was enclosed in a circle of inquirers, gruffly answering the questions propounded to him; in another place, one or two of those who had been fortunate enough to escape from the wreck, recounting the incidents of their escape,

and under a abed by the readside was a party of Irish one

grants, who, having been in the second class car at the grants, who, naving been in the account class can at their rear, escaped uninjured, but who did not the less vent their curses, deep and loud, on the persons to whose negligenee the casualty was attributed. Throughout the whole neigh-borhood the excitement was most intense, and the bridge, in the vicinity, to which some of the wounded were brought, were crowded with spectators. In the mean-time, the remnants of the cars were placed behind an entime, the remnants of the cars were placed behind an en-gine, and the train slowly proceeded on its way, taking in it a few of the wounded, but leaving behind great numbers, who were so much deterred that they were afraid to proceed on their journey, and preferred return-ing to New York.

The spet where the accident occurred is just outside

The spet where the accident occurred is just outside (east) of the village of Norwalk, some forty-four miles from New York. The Norwalk river is here crossed by a weeden bridge, there being a draw over the channel, to enable steamboats or satibeats to pass through. From all I could learn from the survivers and others, the calamity was owing to the ignorance, stupidity, or recklemess of the engineer in charge of the train. A steambeat was passing through on its way to New York; the bridge was drawn to admit its passage; the usual signal was given—this consisting of the lowering of a ball, which all ways stands elevated and visible at a mile distance when the bridge is right—but the train, whicheldid not as usual. ways stands severed and value at a mile distance when the bridge is right—but the train, whichidid not, as usual, alack speed in coming through the village, bore on under a full pressure, proceeding at the rate of thirty miles an-hour until the danger was seen when inevitable, and locomotive, tender, beggage car, and two passenger cars, were precipitated into the depth beneath. A gentleman who was about ressing under the arch in his boat. who was about passing under the arch in his boat, drew aside when he heard the train dashing up, and was wit ness to the horrible occurrence. Of the passengers in the cars which fell into the river, perhaps some half a dozen were offered up a hecatomb to the Molock of the railway The engine driver, on recognizing the terrible reality of the peril, jumped off the engine and escaped with a broken leg and some bruises. The firemen, brakemen and baggage the company escaped with pir lives. I learned in Norwalk that the engine driver was arrested and taken in charge by the police. Perhaps it was good for him that such a measure was taken, as it might be hard for him to escape the incensed vengeance of the people. In-deed, Mr. Editor, I don't know but it would have a good effect if the engineers, switch tenders, and some of feel the force of Lynch law. I am inferred that the en gine driver, whose name I have not heard; was dismissed by the company some two years since, on account of an accident which then occurred with the train under his charge, and that he has since been to California, and had charge, and that he has since been to california, and man been restored on but Wednesday last. And it is his ex-cuse that he did not understand the bridge man's signal. If this be so, the directors should be made respon-sible for his ignorance, and punished as severely as he would be if he could have made no such plea, but had caused the calamity through sheer carelessness. I think, too, that the Legislature might do much for the travelling public if they would impose a decdard of one or two thousand dollars on railroad companies for each life lost through carelessness or otherwise on their roads.
Until that, or Lyuch law is put into practice, I fear, Mr.
Editor, the community will be still liable to be singular fact, by these terrible railroad accidentation of the still liable to be singular fact, by these terrible railroad accidentation of the still liable to be singular fact, by these terrible railroad accidentation of the still liable to be singular fact, by these terrible railroad accidentation of the still liable to be singular fact, by these terrible railroad accidentation of the still liable to be singular fact, by the still liabl countered three serious accidents—one in April, 1861, when a car in which I was ran off the track, near Bridge port, seriously injuring many passengers; one in October when a car ran into the canal at Windsor lock, killing

INTERESTING STATEMENTS BY EYE WIT NESSES-THE WAY THE ACCIDENT OC

We have received the following letter from Mr. James A. Renaud, of Norwalk, engineer of the steemboat Pacific, which plies between this city and Norwalk, also the con-firmatory statement of Capt. Byxbee, of the Pacific:—

SIR-I witnessed the terrible accident on the New York and New Haven Railroad, which occurred at ten o'clock this morning. The place where it happened is called South Norwalk Village, where there is a draw bridge across the Norwalk river. The drawbridge had been raised to permit the passage of the steamboat Pacific. I am the engineer of that boat, and was on board her at the time the accident occurred. We had heard the cars coming. I walked immediately aft and stood on the guard, where I sould see everything that draw was wide open, and the ball was down. This ball is used for a signal. When it is up it signifies that all is right. The locomotive was under such headway when it rem off that before it reached the water it struck the alutment on the opposite side—a distance of about sixty feet. The fender, baggage car, and two mail cars came next. Two passenger cars went into the opening on top of what had preceded them; the third broke in the middle, and half of it went down. In this third car two were killed outright, and many more were hurt. How many in all were killed I do not know, but before I left, at twelve o'clock noon, between thirty and forty had been taken out dead. They were horribly bruised and mangled. One beautiful young girl, about sixteen years old, had the back of her head knocked in. There was one child about four months old, and many other children, killed. The engineer and fireman of the train, when they saw the ball down, jumped off before the cars reached the

When the cars ran off those in the rear ones screame terrifically. We put right back and rendered what assist arce we could. People went to cutting the cars with axes and taking out the dead. Not one that was taken out of the second car was alive. The excitement was intense others were vainly striving to restore to life the poor vic

We brought back a few of the passengers to this city but most of them preferred to remain there.

Very respectfully, yours, Engineer steamboat Pacific. Most of the details stated above I myzelf witnessed and I believe the above account to be strictly correct. S. S. BYXBEE

ANOTHER LETTER FROM THE SCENE OF

Captain steamboat Pacide.

TO THE EDITOR OF THE NEW YORK HERALD. NORWALK, May 6, 9% o'clock, P. M. I came up in the first cars after hearing of the murder here—in the 5 o'clock train—and reached the station hous a little after 7. Ten miles below, we heard thatforty-nin dead bodies had been taken from the water, and a dead bodies had been taken from the water, and as members of my family and dear friends were among the passengers it was with the most fearful apprehensions that I entered the morpus where the dead—the murdered —lay in ranks, their faces gleaming horribly, as lamps were carried along to enable the newly arrived strangers to discover whether their wives and children, or parents, or brothers, or sisters, were among them. I have very frequently seen dead men and women, but never before so frightful an exhibition. The males were in one large and rude spartment, and the females in another and both were dark, except as lighted fitfully and imper fectly by candles and lamps, of which the rays could scarcely penetrate more than an arm's length from the

devoted to the care of the suffering and the dying. The three physicians who reside there—Dr. Lynes, Dr. Sammis from house to house, and chamber to chamber, without rest, all the while-but more are needed, and I hope some of the profession will come up in the next train from the city.

learn is the amiable and accomplished artist, Mr. Hicks. In the same or, with him was the wife of the Rev. Dr. Griswold and his daughter. Mrs. Griswold is scious, and the e seems to be but faint hopes of her re covery. In tae same house with her, (Mr. Quintard's,

kindness all the day,) is Mr. Grant, of Richmond, and five others. I write from the residence of Mr. Guyer, who, with his family, have in the same way deserved who, with his family, have in the same way deserved every praise ever awarded to the most self-sacrificing

humanity.

I learn that there was no crying—no appear ment—at the time of the catastrophe. Every one seemed frightfully calm; and the remost presence of mind and energy were exhibited by the citizens of the village and others in rescuing the unfortunate living and dead.

The train for New York is coming and I must close,

So'clock train, a large crowd of persons were congre-gated around the car house, where the dead had been degated around the car house, where the dead had been deposited for recognition. On entering the building terrible was the scene exposed to view, the majority of the dead lay side by side, some of whom bore the merks of violence on their heads and faces, caused by the fragments of the broken cars, while others leoked calm and placing who had died by suffocation in the water. In fact, the majority of deaths appeared to have been caused by drewning. We passed from this into a small room, and there saw eleven more bodies, who had been recognized, and the friends were preparing to take them away. Among this wholesale slaughter of human lives were many gentlemen of the medical profession, who had the night previous been guests at tife complimentary dinner given by the profession of New York, and who were on their return home to their families.

We next visited the scene of the wreck, and notwith-

We next visited the scene of the wreck, and not withtanding it was some six or seven hours after the catasthe spot, and many workmen were engaged removing the wreck where the sad affair occured. The drawbridge is situated at some three hundred yards from the station, around a curre. About half past ten o'clock in the the drawbridge to allow the steamboat Pacific to pass through for New York. Scarcely had the steam-boat cleared the bridge, and before time was allowed for the bridge-master to close the draw again, round came the express train at full speed, estimated as running thirty miles the hour, and in an instant the locomotive bounded off at the end of the bridge, striking against the sbutment of the draw, and burying itself in the river, the tender, baggage cars followed and on the top, and two of the passenger cars, all of which were submerged in the water, and the half of one other pe ger car was shattered off with the concuferers for assistance is said by those who were with-Unfortunately it was high tide at the time of the acci. Unfortunately it was high tide at the time of the acci-dent, thereby making the water some twenty-five feet deep. Had it not been for this circumstance the loss of life would have been considerably diminished. Many citizens of Norwalk witnessed the approach of the train, and some of them called out to the ongineer to stop, as they foresaw the danger; but no heed was taken, and from the speed at which comotive was then golds, it was in the approach of the property of the stop in comotive was then going, it was '- the engineer, whose season to prevent the beholding the danger, sprang from the locometive, followed by one of the firemen, and the train passed on headlong into the river. Many incidents occurred at the scene of the disaster. A gentleman, after extricating himself, saved an infant child was drowned. A man who saved himself by breaking the window, sprang on the car and called out for an axe to chep open the car to extricate his wife. Several boat-men in the vicinity hastened with their boats and were ried the night previous, and his bride was one of the unfortunate sufferers. Mr. Larchier, one of the dead, had on his person a very large amount of money, which has been taken possession of by Mr. Warner, cashior of the Plainfield County Bank, Connecticut.

All the watches, jewelry, and other valuables taken from the bodies of the deceased, are in the possession of

Justice Weed, acting Coroner.

During the day and evening the trains of cars from Kew York and Boston brought a large number of persons to the scene of calamity, in search of their friends and relatives. Mr. Robbins, of this city, knowing that his mother and slater were on board that train, arrived at Norwalk by the five o'clock train, and there found his fears realized by the announcement of

The lateness of the hour, being compelled to go to press

THE INQUEST UPON THE BODIES. About haif-past seven o'clock in the evening an inves igation was commenced in the Marine Hall, North Nor walk, before John A. Weed, Justice of the Peace, and the

Having performed the painful duty of viewing the

corpses, the jury took their seats in the Hall, which was I saw the accident which occured to day; I was standing about twenty rcds above the bridge at the time; I had a full view of the train and the drawbridge; the signal was down for full ten minutes before the train was in sight; the train was oing at full speed, so much so that the locomotive struck lraw was to blame, but that the engineer in charge of

the abutment of the draw upon the opposite side; in my opinion I do not think that the man in charge of the the train was wholly and entirely to blame; I did not hear that the parties having charge of the train are to blame; I heard no signal given to slack speed; I heard a long whistle when the train was opposite the depot at Nor-Captain Peter Addley, (Gardiner, Me.,) sworn-Was a

passenger in the train, sitting in the second car; did not notice the speed of the train to slacken at all; I heard no whistie; I think the conductor of the train was in the rear car at the time of the accident. Stephen Ormsted, sworn-I was in company with Mr.

Ferry at the time of the accident; I saw the signal ball at the draw down; I am sure it was down; I heard no whistling; the steamer had just passed through the draw W. H. D. Moore, (Philadelphia,) sworn-I was a passenger in the train; there was no slackening of spewe were approaching the bridge and passing the curve

F. E. Barton, (Springfield, Mass)-I was in the train as passenger; I think the train was driving at full speed passing the curve; there was no letting up of speed from the time we left the station at Stamford.

J. G. Gooderich, (Steckbridge, Mass.)—I was in the last car but one of the train at the time of the accident; I did not perceive any slackening of speed when passing the curve or nearing the bridge; I did not hear the whistle of the engine blow.

Rev. D. R. Austen, (Norwalk)-I was standing near to the bridge at the time of the accident; the train came on at full speed; did not hear any whistle. The Rev. gentleman coroborated the testimony other witnesses in all its important features.

Tucker, had been in the employ of the New Haven Com-pany at the time of the Port Chester accident, about two years ago; he had been away since; Mr. Whistler, who s present, can give a more full explanation of the rules of the road and circumstances attending the accident

George W. Whistler Jr., sworn-The persons in charge of a train can see the signal red ball, which is at the draw, from about quarter of a mile above Norwalk; after that, they lose sight of it, in my opinion, at the station, if the signal be lowered from the time at which it is first seen and the time of his losing sight of it at the sta-tion, the engineer could still "brake up" by slackening speed to the rate of ten miles an hour, as he came to the curve; they are in all cases ordered to approach that curve cautiously; they are not to exceed a speed of ten miles an hour; if he saw the signal down when just at the station, he could not stop until he reached the hridge; the signal is always lowered before the man touches the draw; he has then to go to each sed

of the bridge to get out the wedges; the engineer of a train is under the direction of the conductor; I have heard as a general report that the conductor told the engineer " to drive like hell through Norwalk, as two gentlemen wanted to get out there, and he did not wish to stop." The accident, most positively, could not have occurred if the engineer kept a proper look out. I think the fault was entirely with the engineer—if the train stopped at

thour, before reaching the draw.

This witness was still upon the stand when our reporters left, in order to eatch the last train to this city.

The melancholy investigation will be resumed this

Names of the Killed

The following is a list of the dead, so far as had been

ascertained up to the time we want to press:—

1. Dr. famuel Beach, Bridgeport, Conn.

2. Dr. John G. Gray, Springfield, Mass.

3. Walter French, Hamohester, New Hampshi

£ Lady, supposed to be Mrs. Parker, of Woodbury, Ct. & Nathaniel King, Athens, Ohio.

6. Francis W. Sales, Boston

8. Dr. Welsh, Hartford, Conn.

Otiver Barr, agent Antioch College, Ohio D. W. Democh, Marshfield, Conn.

Lady, unknown; on gold ring M. J.

W. C. Dwight, Brooklyn Man, unknown.

Mrs. J. M. Fluent. Hannah B. Long.

John Moss, Gardiner, Maine Mrs. Dr. Landey.

Maria Robbins, New York Dr. J. W. Smith, Springfield, Mass. Samson Smith, Bellows Falls, Vermont.

Susan Pomeroy.
Miss Mary E. Robbins, New York. Mrs. G. R. Sparks, Pittsfield, Mass.

Jésiah Bartlett, M.D., Mass.
 Abel L. Pierson, Salem, Mass.
 Isaac P. Colbath, Richmond, Maine

38. J. B. Hotchkiss. Female child, 4 years old.

38. David P. Newell. A. L. Dereque, a lady. Norman Parker, Woodbury, Conn.

Miss Mitchell, of Hartford.

43. B. 5.

Among the coffins brought to the railread depot in this

Among the coffins brought to the railread depot in this

among the coffins brought to the railread depot in this

among the railread by those who know that ladv that it contains the body of another person.

Names of the Injured.

Jenathan Trotter, Esq., President of the Board of Assistant Aldermen of this city—slightly bruised. Had a most narrow escape from death, he was sitting alongside, of Mr. Vandeventer, from New York, who was killed. When our reporter arrived Mr. Trotter was very much depressed in spirits, but then mo having been visited by Dr. Quackenboss.

Mrs. Mills, (his wife.) much bruised. Miss Griswold, daughter of the Rev. Mr. Griswold, o

this city, dangerously injured.

John Colbach, Richmond, Maine, (brother killed) Had his right arm dislocated. It had been reduced before our

Mr. Fuller, baggage-master, slightly injured.
Mr. Charles Comstock, conductor, very severely injured,
baving received a deep wound upon the chin, many ex tensive bruises, and a lacerated wound of the inner part of the fierh of this right thigh. Dr. Quackenbess had

visited him, and a rather alarming deligium was ther subsiding. He will recover.

Names of Pe	
No	No.
1. Mrs. Moore,	48. Mrs. Maoy,
2. Doctor Thompson,	49. G. Starbuck,
3. Mrs. Thompson (his	50. F. Dillingham,
wife.)	51. T. Cooper,
74. Miss Adams,	52. W. Bacon,
	AD D C D
5. J. Nutting,	53. S. S. Robins,
6. S. Nutting,	54. P. Cock,
7. S. A. Spooner,	56. M. J. Whetmore.
8 Dector Romer,	57. D. Dickinson,
9. E. Taylor,	58. N. Marvin,
10. D. L. Hungeford,	59. H. S. Wilcox,
11. B Hodges,	60. G. Switherinton,
12, Mr. Andrew,	61. Dr. Talcott,
13. Mrs. Andrew (his lady,)	62. Mr. Whitney,
14. Doctor Gloss,	63. Dr. Levi Ives,
15. Mr. Jameson,	64. Mrs. B. Goodnow,
16. M. Murray,	66. Miss Haywood,
17. E. Sebmidt	66. D. Woodward,
18. J. Eugeno, -	67. George Meech.
19. E. Heath,	68. L. D. Fisher,
	60 Mr. Conde
20. E. Stetnon,	69. Mr. Conda,
21. J. P. Ingalls,	70. Mrs. Conda,
22. J. D. Stewart,	71. E. Heath,
23. His son,	72. J. Dresser,
24. Mary E. Clarke,	73. J. Mills.
25. B. Payne,	74. Mrs. Mills,
26. E. Martin,	75. R. Palmer,
27. E. Martin,	76. Mrs. Palmer,
28. E. Murray,	77. E. D. Kinsley,
29. Doctor Nevins,	78. Miss Kinsley,
30. Mas. Nevins, (his lady)	79. E. Stackpole,
and family.	80. C. Willard,
31. J. Newton.	81. M. D. Scott.
32. Mrs. Newton,	82. W. B. Hotchkiss.
23. J. L. Huntress,	83. P. Adley,
34. Doctor Jones,	84. Charles Francis,
35. J. Gilbert,	85. M. T. Grinnell,
36. His ron,	86. P. Young,
37. M. Hurtt,	87. A. Castle,
on D. D. bode	88. H. Holbrook,
88. B. Peabody,	
Sp. D. Russell,	89. Dr. Russell,
40. G. E. Tuller,	90. George Elmer,
41. H. H. Moore,	91. J. McCarthy,
42: E. Savage.	92. D. Curtiss,
43. G. Hodges,	93. Mrs. Curtiss,
44. G. Bernard,	94. W. G. Ransom,
Aff T O Deale	Of D A Denter

TELEGRAPHIC. THE EXCITEMENT AT NEW HAVEN. NEW HAVEN. May 6-P. M.

The railroad accident creates intense excitement here, but fortunately none of our own citizens appear to have

Two of our citizens, Dr. Ives and L. D. Wilcoxen went down under water in the baggage car, but brok

We observe that some six or eight of the eastern coun-ties have instructed their delegates to the Tyler Conven-tion to support Hon. O. M. Roberts as their choice for

Congress.

The Advocate says that for many years past business has not been so brisk in Victoria as at the present time.

Hen. V. E. Howard arrived in Galveston on the 26th, on his way to his residence in San Antonio. He will soon leave to enter on his duties as Land Commissioner of

kave to enter on his duties as Land Commissioner of California.

The Columbia Democrat says the postmaster of that town has forwarded various small remittances through the Post Office, during the past winter, which have not reached their destination.

The same paper expresses the opinion that the canal connecting the Brazos with Galveston Bay will admit of the passage of river boats by the 1st of January.

About \$8,000 have been subscribed in Galveston to the Texas and Red River Telegraph Line, and the subscriptions are still going on. The News says there is no doubt of the success of the enterprise, and expects that the line will be in operation by the 1st of September.

The Southwestern American has the following paragraph: "The Quartz specimen the credulous have been gaping over in wonderment is from California. The late pounding, washing and subjecting to quicksilver was a hear. The mean spear case." We have reliable information.

The same paper says:— We have reliable information that the contract for completing in every particular the San Antonio and Mexican Gulf Raitroad has been taken. The road is to be finished from Saluria to San Antonio by 1st Feeember, 1856. The company has no further arrangements to make cowards the completion of the road. except to issue their bonds as the work progresses. The contract embraces not only the completion of the Foad and laying of the rails, but also the making of all oridges, viaduets, takes, sheds, and furnishing passenger and freight cars. We have no reliable information, but rumor states that the contractors are to receive \$27,000 per mile."

Further Particulars of the Bur. along of the Ocean Wave.

[From the Kingston Whig, May 4.] ing of the steamer Ocean Wave, we have taken down from the lips of Captain Belyes, of the schooner Emblem, to w. com the greater portion of those saved one their lives.

At half part one o'clock A. M., Captain Belyes, i whe schooner Fmblem, of Bronts, first saw the fire. At the schooner Fmblem, of Bronts, first saw the fire. At the schooner Fmblem, of Bronts, first saw the fire. At the schooner Fmblem, of Bronts, first saw the fire. At the schooner Fmblem, of Bronts, first saw the fire. At the schooner Indiana, the schooler fire the schooler of the late. He immediately shock out the rest, from his sails, for it was blowing beavity, and made all haste towards the deveted vessel, and soon heard the steamer blowing off. At first be thought she was deserted, as the immense volume of same readered it danges and cries, and time she she was an additional to a suppose the same and cries, and time she was a fact of the same and cries, and time she was a fact of the same and cries, and the same was reading of the same and cries, and the same was reading of the same and the same and the same and the same and the same she same and same and

him to resign his office, a meeting of the citizens was again called, at which the following resolutions were unanimously passed:

Resolved, That this public meeting of citizens still adhere to its previously expressed opinion, that Mayor Snellbaker has violated, in his official action, on a late occasion, and in the person of a respectable stree prescher, the constitutional right of freedom of speech. Resolved, That in the opinion of this meeting, the Mayor has not in any manner justified his conduct as aforesaid by any explanation given, and has failed to recognise, in any of his communications to the people on the subject, through the press, the great principle for which wg contend.

Resolved, That the Mayor's opposite course of action in two parallel cases, has excited our distrust of the soundness of his principles, and that he has forfeited the confidence of those who hold in reverence the great principles of An catcan constitutional laws.

Resolved, That in his disrespectful treatment of the large committee of old and respectable citizens, representatives of one of the most intelligent and patriotic appular bodies ever convened in this city, he has disregarded an essential principle of American democratic republicanism, and has therefore placed himself without the pale of cur political principles.

garded an essential principle of American democratic republicanism, and has therefore placed himself without the pale of cur political principles.

Received, That we leave the said D. T. Snellbaker for the future lawful and constitutional action of the people, when, if opportunity is afforded us, we piedge curselves to bras da his aforesaid conduct as a traitorous sacridee of the principles of civil and religious liberty to an unhely political ambition, which, for the sake of logal authority and official station, would ally itself to the open and self-declared opponents of American liberty.

Resolved, That a committee of two from each ward be appointed by the chairman of this meeting, whose duty it shall be to prepare a petition, addressed to the City Courcil, requesting them to cite David T. Smellbaker, liayor of Cincinnati, to appear before them to show cause why he shall not be impeached for dereliction of duty and violation of the constitution of the United States and the State of Ohio.

Resolved, That this committee cause copies of said partition the same that the same tha

Resolved, That this committee cause copies of said pe-tition to be deposited throughout the city, in convenient public piaces, to receive the signatures to the same of le-gal voters only.

Naval Intelligence.

U. S. frigate Mississippi was at Ceylon, March 10, te sail for Macao in a few days.
Orders were received at the Navy Yard. Charlestewn, yesterday, to fit out the U. S. sloop of war Dale. She is to be immediately taken into the dry dock, and it is rumored will be sent to the Coast of Africa.—Boston Journal, May 5.

Personal Intelligence.

Amongst the recent arrivals at Willard's Hotel, Washington city, are the following:—Major General Wool, U. S. A.; Colonel J. P. Taylor, U. S. A.; Colonel De Russey, U. S. A.; Colonel May, U. S. A.; Grier Talmadge, U. S. A.; Governor William Bigler, Pennsylvania; Dudley Mans, Esq., from Paris; Joseph R. Croskey, United States Consuito Southampton.

Captain Hamilton, of the United States army, has resigned his commission, and removed to Fond du Lee, Wisconsin, for the purpose of engaging extensively in agricultural pursuits.

Domestic Miscellany.

The Board of Supervisors of Queens county have decided to remove the court house from Jamaica to Flushing.

Patrick Kane was killed at the Washington navy yard on the 4th instant, by being struck on the head with a with of timber.

on the 4th instant, by tong stick of timber.

The large hotel building, situated on the Calverton road near the junction of Lexington street, Baltimore, was a destroyed by fire on the 4th instant. Loss \$7,000.

In the House of Delegates of Maryland, on the 5th is stant, the bill to reduce the State direct tax to fifte an eents on the \$100, was finally passed, by yeas 64, to

cents on the \$100, was many posses, or nays 2.

Governor Lowe, of Maryland, after a careful exast aimstion of the circumstances of the case, has communded the sentence of death passed upon Mary Eleanor Brown, a colored woman, in the circuit court of Prince Georgen country, to imprise unent for life.

The Prudential Committee of the town of Wav.e., Mass., declined the application of a young lady of act nowledged high character and ability, for, the situation of teacher of one of their common schools, on account of the Higgsman cut of her dress.

FROM FORT LARAMIE—Lieut. L. C. Boot es, of the sixth regiment United States Infantry, who have been stationed for several years at this fort, arrived ir. this city yesterday. He left the fort in March last, and or am over the Plains in a very cold season. He informs us that the winter in the West has been one of remarkable, severity. The snow in the mountains is unusually deer. No mail had been received from Salt Lake for year. No mail owing to the snow in the mountains. Severe had been had come into the immediate vicinity of the Fort. Many with a party of destitute emigra. Lieut. B. came in Fort Leavenworth.—St. Louis B. mublican, April 30.

News from Muscat.—By oark Said Bin Sultan, at this port on Tuesday, from 2 oribar, we learn that his Highest Ballan arrive there from Muscat, on the 13th dominions on the ped in at the principal ports of his vious troubles.

An autograp a letter from his Highness to the President of the Unite States was received by the Said Bin Sultan antly inserthed in Arabic characters, with an addition of the Unite States was received by the Said Bin Sultan.